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[WHOLE No. 124.]

FOREIGN MISCELLANY.

From the United Service Journal.

ON THE THEORY OF BRITISH NAVAL CONSTRUCTION.

READ AT THE SIXTH MEETING OF THE BRITISH ASSOCIATION, AT BRISTOL, AUG. 25, 1836, BY HENRY CHATFIELD, MEMBER OF THE SCHOOL OF NAVAL ARCHITECTURE.

The objects of the British Association are now so well understood, and the benefits which science is deriving from the labors of its members so fully appreciated, that I deem it unnecessary to occupy a moment of your time in explaining the motives which have induced me to address you on this occasion. I shall therefore proceed at once to offer a few observations on the present state of the theory of naval architecture in this country, with some suggestions for its improvement, which it is conceived may, with propriety, be submitted to the consideration of this Society.

This is not the first time that naval architecture has been treated on by members of the Association. In 1831, the late Mr. Geo. Harvey of Plymouth read a paper, in which he took a general view of the advantages to be derived from the application of science to ship-building; and on a subsequent occasion Mr. Owen, a naval architect, made a communication containing certain observations relative to the best mode of conducting experiments at sea.

It may be presumed that every individual present is more or less acquainted with the nature of the experiments to which the designs of various projectors in ship-building, some professional and some unprofessional, have been submitted within the last few years. The motive of Government in instituting those experiments has doubtless been to discover some new system of naval architecture, or to extend, by legitimate steps, our very limited knowledge of a subject which is admitted to be but imperfectly understood in this country; but it is to be apprehended that little or no benefit can be expected to result from any of the experiments which have as yet been entered into. My reasons for entertaining this opinion have been anticipated by Mr. Owen, who has pointed out the fallacy of supposing that any useful deductions can reasonably be looked for from a series of heterogeneous experiments instituted between ships differing in length, breadth, and depth—displacing unequal volumes of water, and impelled by unequal surfaces of sail—ships which have, in fact, been so dissimilar in size, form, and proportion, that one would imagine they had been designed to be as unlike as possible, instead of differing in such respects only as would fairly put to the test some particular feature involving an unsettled principle in naval architecture.

The bare fact of having instituted such experiments, is, in itself, an official admission that the theory of naval construction is but imperfectly understood in this country; but there are other and stronger reasons which show that it has been for many years past in a very degraded state.

The reputed inferiority of ships of British origin compared with those of foreign nations, induced the Government of this country to appoint a commission in the year 1806, to inquire into and revise the civil affairs of the Navy. The result of the investigation led to a very mortifying exposure of the unacquaintance of English ship builders with the theoretical principles of their art, accompanied with a recommendation of an official plan of education for our future naval architects.

The views of the Board of Revision were very much in accordance with the opinions contained in the papers published by the "Society for the Improvement of Naval Architecture," established in this country in 1794, and of which His Majesty, then Duke of Clarence, was the president. Constituted as that society was, of some individuals eminent for their scientific attainments, and of others influential from their rank in life, its transactions could not fail to attract the notice of the public and of the Government; and it is probable that the representations contained in the accounts of its proceedings were in a great measure instrumental in causing a formal inquiry into the condition of the civil department of the Navy. In the third and eighth Reports of the Commissioners of Naval Revision, it is suggested that the system of official instruction for naval architects should combine a mathematical education with a practical knowledge of the art of ship-building; and accordingly a School of Naval Architecture was established in 1810 at Portsmouth, where the students, who were apprenticed for a term of seven years, went through a preparatory course of algebra, geometry, trigonometry, mechanics, hydrostatics, and the differential and integral calculus; after which they began to read strictly professional works. Towards the termination of their apprenticeship, they were practised in inventing and drawing plans for different classes of ships of war, and in making the necessary calculations of displacement, stability, plans of sails, &c. This was their occupation for three days in each week, the remaining part of their time being employed in actual ship-building and in the mould-loft.

The School of Naval Architecture is an institution which appears to be but little known beyond its very confined sphere of action. It has been looked upon with a very unfavorable eye by many who have been naturally hostile to its advancement, and has had to struggle against much misrepresentation. But the greatest difficulty which it has had to contend with, is the extraordinary prejudice that exists in this country against science (with reference to its application to ship-building) in contradistinction to what has been misnamed "experience," as if science meant one thing, and experience another. Even with some naval men, eminent in their profession, an opinion obtains respecting the supposed very limited utility of science as applied to naval architecture; an opinion which it would be difficult to account for, unless it be that they who entertain that notion have been unable to set apart sufficient time from the important avocations of their own immediate profession to give that deliberate attention to the exact nature of the theory of naval architecture which is necessary to a right comprehension of it. And to this circumstance may probably be ascribed that want of official encouragement, and that fair opportunity of trial, by which alone the value of the principles inculcated at the School of Naval Architecture can be justly estimated as a means of improving British naval construction.

It has been already intimated that, within the last few years, we have been building a considerable number of men-of-war, for the ostensible purpose of ascertaining the comparative merits of what have been denominated different systems of naval construction; but among all the trials that have taken place with experimental ships, there has not been an instance in which any member of the School of Naval Architecture has entered into competition with other individuals. This circumstance is alluded to more as a matter of *fact* than of regret, since it is not a very enviable position to have to take a part in *rival* ex-

periments, where victory is made more the object than the development of truth; where no previous conference or disinterested co-operation takes place between projectors for the purpose of rendering their united talents available to the end contemplated; where there is no concurrence in the truths of certain fundamental principles; no comparisons of plans with their calculated properties; no candid admission of existing doubts on any points whatever, and which therefore require the test of experiment for verification. Not to enter into competition upon such conditions as these, appears to me to be by no means a cause of regret. But I certainly *do* regret that which seems to me to be of infinitely more importance; and that is, that none of the Members of the School of Naval Architecture have been called upon to endeavor to remodel that system of constructing British men-of-war which the Board of Naval Revision emphatically characterized as a mere habit of English ship-builders, of "groping in the dark in quest of such discoveries as chance might throw in our way." If the object of experiment be to arrive at *facts*, there are many simple facts which we have yet to learn, and which might be correctly ascertained, without any difficulty: when we have acquired the habit of collecting and methodically arranging facts of the most simple kind, we may then proceed with confidence to more difficult experiments, but not until then. Now, the manner in which our ship-building experiments have hitherto been planned and conducted is certainly not the usual mode of prosecuting experiments in mechanical philosophy; and for that reason I take objection to any value that may be attached to conclusions without having first agreed upon the premises from which inferences are to be drawn.

If we do not seek to discover *why* one ship excels another, we only mystify the subject, and are thus giving a character of empiricism to naval architecture which must prove detrimental to its advancement. A remark made by Sir J. Herschel in his "Discourse on Natural Philosophy," at this moment crosses my mind; and it appears to me exactly to define the difference between mere experimental ship-building and that mode of treating the subject which aims at reducing naval architecture to a philosophical system. He observes that "the tendency of empirical art is to bury itself in technicalities, and to place its pride in particular short cuts and mysteries, known only to adepts; to surprise and astonish by *results*, but conceal *processes*." The character of science is the direct contrary. It delights to lay itself open to inquiry, and is not satisfied with its conclusions until it can make the road to them broad and beaten; and in its application it preserves the same character; its whole aim being to strip away all technical mysteries, to illuminate every dark recess, and to gain free access to all processes, with a view to improve them on rational principles."

What an admirable definition is this, between science and the absence of science! It marks, I fear, the distinction between what English naval architecture is, and what it ought to be. With that enlightened feeling which characterizes the French in matters of science, they have pursued a very different course, and have been eminently more successful than ourselves, although our opportunities of acquiring practical knowledge have been much greater than theirs. In the year 1752 an "Académie de Marine" was instituted in France, by the efforts of private individuals, the government recognising it only so far as to sanction its proceedings, without taking any part in them. Within a period of only four years from the time of its formation, so much had been accomplished in some subjects, and the path of improvement so clearly pointed out in others, as to induce the French Government to found a national institution upon a similar plan, and honor it with the title "Académie Royale de Marine." Comparative rank

was given to their naval architects, and premiums awarded for the best memoirs on various subjects connected with naval science.

That popular French writer, Dupin, so well known as the author of an elaborate work on the "Naval, Military, and Commercial Power of Great Britain," never fails to speak in the most enthusiastic terms of the "Académie de Marine." He says that the striking contrast between the efficiency of the French Navy in the years 1756 and 1778 may be attributed to the progress that had been made in France in naval science. A similar admission is made by an American writer, who, in speaking of naval architecture, remarks that "such in truth, is the value of scientific inquiry to this important branch of the useful arts, that those nations who have been most ready to adopt in practice the suggestions of science have uniformly possessed ships the best suited for sailing and fighting, and the least liable to the dangers of the sea." Of this we have the most marked illustration in the long contest for naval supremacy between France and England; the former having, from the close of the war of 1756, nearly down to that of the American war, baffled the fleets of England, and reaped all the advantages that would have flowed from victories by the superiority of their ships in speed and readiness of manœuvre." The same writer also remarks that "the Spaniards imitated the French in the application of science to their naval affairs, and thus, in the wars of the French Revolution, their ships were remarkable for a combination of all the good qualities both of French and English naval architecture." The Commissioners of Naval Revision arrived at precisely similar conclusions as the result of their investigations on this subject, and candidly admitted that the best ships that were ever constructed in this country have been those which were built in exact imitation of French models; but that "whenever our builders have been so far misled by their little attainments in the theory of their art as to depart in any material degree from the original French plans, the alterations have only done harm." These are humiliating truths; but the Commissioners of Naval Revision justly observe that no personal blame can be imputed to our ship-builders, but that the censure must fall upon the Government, and not upon them, for not having cultivated those sciences upon which our very existence as an empire depends. Striking facts like these gave rise to the English School of Naval Architecture. But there has been this essential difference between the naval schools of the two countries: in England we do not confide in the sometimes slow but always sure progress of science, as applied to ship-building, and hence it has been very much neglected; but in France science is appreciated, and therefore persevered in. It is to the French that we are indebted for the best works on the purely scientific parts of naval construction. Between the middle and latter part of the last century, they produced many original treatises of first-rate merit; they have also published translations of most of the eminent works which have been written in other languages; and have likewise made it a part of their system to visit the naval establishments of other maritime powers, which has been the means of their rapid advancement, not only in the theory of naval construction, but also in the art of ship-carpentry, in which we are allowed to excel. But while we give due credit to our neighbors for their improvement in the scientific branches of naval architecture, it would be ungrateful and unjust not to acknowledge the benefits which have resulted from the philosophical researches of some of our own countrymen, who, without the fostering care of the Government, have investigated many detached questions, which could never have been understood without the aid of mathematics. Dr. Hutton, for instance, rendered an essential service to naval architecture, by putting the result of the experiments of the Society for the Improve-

ment of Naval Architecture, into an available form for practical purposes, the particulars of which have recently obtained additional publicity by the gratuitous distribution, by Mr. Beaufoy, of a splendid work, containing the result of those experiments, in the prosecution of which his father, the late Col. Beaufoy, took a most active and prominent part. Atwood's disquisition on the Stability of Ships, published in the Philosophical Transactions of 1798, is an essay of the greatest value to the naval constructor. Dr. Young's investigation of the principle of "Oblique Riders," so successfully introduced into the Navy by the late Surveyor, Sir R. Seppings, is another paper of great worth to the naval architect, inasmuch as it not only illustrates the particular principle to which it refers, but enters into a more lucid and extensive examination of the strains to which a ship is liable, than an unscientific mind would be capable of conceiving.

It would not be difficult to bring to your recollection the names of many other unprofessional scientific men, who have thrown a considerable light upon points in naval science; but of all authors, not of the profession of naval architecture, I know of no one who has taken so comprehensive a view of the whole subject as a philosopher of the seventeenth century;—I allude to Sir William Petty, who sketched an outline of naval philosophy, which he proposed to arrange under the three following heads, under each of which he enumerated, in detail, the subjects recommended for investigation:—

1. A physico-mathematical discourse of ships and sailing.
2. Of naval policy.
3. Of naval economy or husbandry.

These were the views of Sir William Petty, the founder of the noble Lansdowne family, the ancestor of the illustrious individual who was to have been our President on this occasion.

Is it not to be regretted, Sir, that we have never had men of similar attainments in the department of naval architecture? Had any of the individuals referred to, been professionally naval architects, their philosophic minds would not have been confined to the mere generalization of a series of experiments—the investigation of an abstract theory of stability—the elucidation of some particular principle as applied to practical ship-building, or to the bare sketch of an outline of a task to be achieved. No, Sir; they would doubtless have extended their researches until they had themselves applied the results of their investigations to the objects contemplated; and they would not have rested satisfied until they had elevated English naval architecture into a science, and placed it in that exalted position among other sciences which its importance in connexion with the best interests of this country have a right to claim for it.

Independently of other animating associations which the contemplation of a British man-of-war gives rise to, a ship becomes an object of the greatest interest when regarded solely as a work of scientific art; for it must be admitted that, when skilfully designed and dexterously executed, it is one of the greatest achievements of human ingenuity. When the hull of a vessel is put together and launched, it is no sooner afloat than the mechanism of the fabric is submitted to strains, even in a quiescent state, which it is extremely difficult effectually to counteract. This arises from an inequality of pressure and weight, dependent on the form of the immersed body and on the actual gravity of every part of the hull vertical to each particle of the fluid by which the vessel is supported. To make a skilful adjustment of the component parts of the structure, so that their scantlings, their relative position, and the quantity of fastening may combine to produce a maximum of strength, is a problem of difficult solution. But as a ship is destined for locomotion, many other considerations present themselves to a naval constructor in

meditating a design. The general conditions of equilibrium, and the various evolutions of a ship, involve most important principles, which should regulate the external configuration of the body, also the exact amount and proper diffusion of the weights which make up the entire system. The naval architect has to calculate the exact quantity of water which his ship will displace; the amount of stability she should possess in reference to the power of the wind upon the sails; and the form of body adapted to experience the least resistance in its progressive motion. He must acquaint himself with the exact disposition of all the weights, in order to estimate their influence upon the stability of the ship, their effect upon her trim, and their tendency to increase or diminish her oscillations in the rolling and pitching, so that the vibrations may not be too violently or quickly performed, to the injury of the hull, rigging, and spars. He has, in fact, to combine so many essential qualities in the greatest possible degree, that it requires the union of consummate experience and profound science to practise naval construction with a certainty of success.

The difficulty of the subject may be readily comprehended, and it is imagined by many that, on that account, science cannot be made available to its advancement; but the truth is, that the difficulty of the question is the very reason why science is the more necessary to a proper collection, examination, and arrangement of facts. Naval architecture is not an exact science: the philosopher cannot solve every difficulty in the theory of construction in his study; but he may take experiments for his basis, and, by the light of science, may continually approximate towards perfection, though he may never attain it. It appears to me, then, that there is but one way of reducing English naval construction to correct principles; and that is, by making it a part of our official system of naval architecture to register, in a very systematic manner, the minutest calculations by which it is attempted to predict a ship's qualities at sea, and to make an equally methodical arrangement of faithfully-observed results to which the calculated predictions have reference. Comparisons might thus be instituted, by placing accurately-observed facts in juxtaposition with theoretical predictions, which would tend gradually to the establishment of true principles in cases where pure mathematics are insufficient. I advance this suggestion as a specific proposition, to which I attach much importance; because it has never been a feature of our official system, in the department of naval construction, to record the calculations which ought to be gone into in designing a ship-of-war; nor has it been a part of our system to register accurately-observed facts, so that the qualities of our ships may be clearly understood. If these particulars were attended to, each Surveyor of the Navy would have the means of possessing the same amount of technical information as his predecessor, and naval science could scarcely fail to progress; but as no such system as that which I recommend has hitherto been followed, it must always happen that the state of naval architecture in England will vary according to the accidental attainments and individual experience of the chief naval constructor for the time being.

England has had a permanent navy since the time of Henry the Eighth, but I would ask, even at this period, what is the amount of our science in naval architecture, and what constitutes the sum of our experience? I shall be pardoned, I hope, if I again quote the language of the learned Herschel, who has remarked that "Science is the knowledge of many, orderly and methodically arranged, so as to be attainable by one;" and that "Experience is not the experience of one man or of one generation, but of all mankind in all ages, recorded in books and registered by tradition." Of our "science" (according to the above definition) I have yet to learn that we pos-

sess any; and the only recorded "experience" that we possess is contained in what are termed ships' "sailing qualifications," the nature of which I shall briefly bring under your notice, in order to show that naval architecture, being a physical science, requires to be treated in a very different manner from that in which we are accustomed to view it.

The Reports alluded to consist of a series of questions, the answers to which constitute that official information which we call facts. The following is one of the questions—it refers to the observed stability of the ship under certain conditions of trial:—

Q. "How does she stand under her sails?"

A very interesting document, printed by order of the House of Commons as recently as May last, will illustrate the manner in which questions of this kind are generally answered, the following being quoted literally from those reports. It is reported of one ship (Vernon) that she stands "very well" under her sails; of another (Barham) that she is "remarkably stiff;" of another (Vestal) that she is "very stiff;" of another (Pique) that she is "wonderfully stiff;" and so on. In like manner, ships are said to roll "deep," "slow," "quick," &c. Now all these statements have reference to *time* and *space*, and can therefore only convey a definite meaning when expressed numerically; and it must be allowed that the want of numerical exactness renders our present mode of answering questions valueless for the purposes of science.* What would the natural philosopher say if, in taking up a meteorological table, he discovered that the ranges of the thermometer were recorded by similarly vague notations on successive days of observation—the expressions "warm," "remarkably warm," "wonderfully warm," &c., being used to denote the variations of temperature?

It has been advanced that the evolutions of a ship cannot be faithfully recorded, on account of the very irregular motions to which she is subjected at sea; but this is more of an imaginary than a real difficulty. A scientific friend of mine, knowing that my attention has been directed to this subject for some time past, lately suggested to me a very ingenious method of constructing a self-acting register of the exact time and extent of every oscillation, or variableness of inclination, of a ship at sea. The improvements which have been made in nautical instruments have led to very accurate observations, which, together with the laborious calculations of the philosopher in his closet, have made navigation almost a perfect science; and there can be no doubt but that if proper attention were paid to observations and experiments, with a view to collect and classify facts according to the principles of inductive philosophy, we should soon be enabled to bring our calculations and mathematical reasoning to bear upon naval architecture most satisfactorily. To rely on pure science without experiment, or to place one's confidence in facts alone, without submitting them to mathematical investigation, is a sure way of bringing disrepute upon both. Naval architecture presents a wide field for inquiry; its various branches require to be attentively studied, familiarly condensed, and habitually applied to practice. To prosecute the subject with a reasonable chance of success, would engage the energies of individuals whose time should be exclusively devoted to that object; but the task, though laborious, would not be more than commensurate with the important advantages it would hold out.

In conclusion, I beg to state that I have taken up this subject as a general question upon the broad principles of science, unequivocally disclaiming any intention of alluding in the remotest degree to the peculiar opinions of particular individuals, or of drawing comparisons between rival methods of construction, or the results of any of the experiments which have of late been the cause of much controversy. If I conceived that the opinions which I have ventured to express would be offensive to the feelings of in-

dividuals whose names may at any time have been associated with English naval architecture, or that my endeavor to advance naval architecture as a science could be deemed obtrusive to the authorities to whose trust the naval interests of this country are committed, that impression would proportionably diminish the gratification which it has been to me to offer my humble co-operation towards the professed objects of the British Association.

HENRY CHATFIELD.

*The inapplicability of the usual form of report on ship's sailing qualifications to scientific purposes in naval architecture, was first discussed, by the author of this paper, in a pamphlet published by him in July, 1831, which was during the time Sir Robert Seppings held the office of Surveyor of the Navy.—H. C.

PORTABLE MILL FOR MILITARY SERVICE.—M. Saget's newly invented machine rests upon a carriage which is drawn by a single horse, driven by a man, whose seat is on the carriage. It has some resemblance to a mounted water-butt; and, when in motion, grinds the grain and sifts the flour at one and the same moment. The moving power is derived from the revolution of the wheels, and the driver readily stops the machine from working without being compelled to stop the progress of the carriage. The construction of the mill is so adjusted, that when at rest it may be employed as a water-mill, or hand-mill, which a child may drive; and it will produce either fine or coarse meal accordingly as occasion may require.

It was inspected at a public sitting of the Academy of Arts and Sciences at Bordeaux, when a report was drawn up, from which the following is an extract:—"M. Saget's machine is so contrived that it will act under any circumstances of season or locality; it is not obnoxious to the impediments arising from atmospheric calms in those climates where wind-mills are used, or from droughts in those where water-mills are employed; the products which it yields may be increased or diminished at will, with regard both to quantity and quality; and the process of grinding may be carried on uninterruptedly." The following is the average product of this mill: when worked by a single person, 66 gallons per day; when worked by two men, 132 gallons per day; and when worked by a horse, about 237 gallons.—*United Service Journal*.

NAVAL GUNNERY.—The following extract from a Madras paper, of the 5th April last, has just come to hand, and reflects credit on Capt. Chads, and the gunnery-mate of the *Andromache*. She had only been ten months in commission when engaged with the Chinese forts, and her firing was most rapid and precise, and greatly to the credit and discipline of the crew; she, in that affair, did not sustain the slightest accident, or injury to her tackling. A detachment of seamen-gunners, with Mr. Lowe, mate, joined the *Andromache* previous to her going to India; and Captain Chads entering warmly into Captain Hastings's plan, gave every facility to the gunnery-mate and men, and enabled them to instruct the crew satisfactorily; hence the good result which is described in the following:—

"A very interesting, and to naval men a very instructive, scene was witnessed in our Roads (Madras) on Monday last. H. M. S. *Andromache*, Captain Chads, C. B., at anchor, with her guns secured, beat to quarters. In one minute and twenty-five seconds, the guns were cast loose, and the ship fired a whole broadside at a floating-buoy 600 yards distant, round which the shots fell very close, notwithstanding there was a fresh breeze and a good deal of swell. Immediately after the broadsides, the boats of the ship were piped away, manned, and armed for action. Three well appointed double-banked cutters, each with a gun in her bow, kept up a rapid and well-directed fire upon the buoy, and then made sail together

by signal. The boats were very well handled, and their gunnery was admirable. Considering that his Majesty's ship is on the reduced peace establishment, her highly efficient condition as a British man-of-war reflects very great credit on her gallant Captain."

It appears she fired her four broadsides in three minutes and twenty-two seconds.

	Hour.	Min.	Sec.
Beat to quarters at	11	35	25
Fired first gun of four broadsides	11	36	50
The last gun of ditto	11	40	12
Beat the retreat, and all the guns secured	11	42	24

Six minutes and fifty-nine seconds only having elapsed from the beating to quarters, clearing away heavy guns for action, firing four broadsides, and securing guns for sea, and this with heavy rolling.—*Ib.*

JURE'S PERCUSSION BALL.—These balls were the subject of experiments both at Brest and L'Orient some years ago; and further trial of them has recently been made at Toulon, with a view of exhibiting the improvements which have been made in them, and the extraordinary effects which they produce, as well as of doing away with the impression that they are liable to explode in the barrel. The trial which has lately taken place has satisfactorily proved that they do not explode more frequently in the barrel than the common grenade; that, even when an explosion does occur, no injury is done to the barrel, nor are the men imperilled by it; that the cause of such explosion is not to be attributed to the mechanism of the percussion lock, but rather to the faulty casting of the ball itself; and that it is practicable to prevent all accidents, by the heremetical setting of the ignition-conduit or match.—*Ibid.*

OBSERVATIONS ON THE PRACTICE AND FORMS OF DISTRICT COURTS MARTIAL: By a FIELD-OFFICER. Second edition.—We are happy to see a second and revised edition of this excellent and useful guide to, and commentary upon, a most important function of regimental officers. The insensible, though questionable approximation of the forms and proceedings of Courts-martial to those of the civil law, renders it doubly desirable and expedient that every officer should be conversant, not only with the spirit, but the minutiae of the duties so clearly and, we may add in a virtual sense, authoritatively, defined in this useful compendium, which should be in the possession of every officer liable to serve on District Courts-martial.—*Ibid.*

AN EVENTFUL LIFE—A memoir was read at a recent session of the Academy of Sciences at Paris, detailing some curious facts in the life of a man who was buried alive. M. Morel was a Lieut. in the Army of Egypt, and at the memorable battle of St. Jean d'Acre, he had both his thighs broken by a grape shot. When he had nearly recovered from the effects of this wound, he was attacked with the plague, and conveyed to the hospital, where he grew worse rapidly—lost all sensation, was pronounced dead, and with a number of corpses of those who had died of the same disease, he was thrown into the ditch. Soon after one of the soldiers, on guard in that vicinity, was much astonished at seeing one of the dead men standing bolt upright! He hastened to his assistance, and Morel was again conveyed to the hospital. In a few days after, he was again attacked with a fit of lethargy, and believed to be dead. This time he was wrapped in a linen cloth, and buried in the sand. In the night, a high wind arose, which displaced the sand which covered his body, and caused the unfortunate man to awake. He tore off his winding sheet, and crept towards the hospital, where he remained a long time before he recovered his general health; but he did not recover the faculties of speech or hearing, until several years after he entered the hospital of Invalids

at Avignon. He is now sixty-seven years old, and has the aspect of a decrepit old woman, being hardly able to walk.

From the Boston Daily Advertiser.

IMPROVEMENTS IN THE FRENCH NAVAL SERVICE.—The Paris Journal des Debats, announces the following project for educating a number of young men for the naval service.

Until the present time, the merchant sea service has had no establishment proper to prepare sailors for its use, but it has been necessary to take them by chance from the overflowings of other kinds of business. Such a dependence for a profession which demands, more than any other, a special preparation, a rude and long apprenticeship, various and profound study, and which carries with it serious inconveniences, of which perhaps the worst is that the knowledge of and taste for navigation remain unknown to the population of the interior of France. Thus the profession which calls for the most remarkable development of the physical and intellectual qualities, that whose popularity has carried to so great a height the splendor of ancient commercial nations, and in latter times England and the American Union, this profession remains, as it were, in a state of reprobation for three quarters of the inhabitants of France. Captain Bernard is coming forward as the first to change so unfortunate a state of things, and to give an example of a new system which must cause the profession of a sailor to become popular in France. He has built at Bordeaux, a three-masted ship of heavy tonnage, designed for a voyage round the world. Convenient berths are reserved for a certain number of naval apprentices, whom the Captain proposes to instruct in navigation. The ship is to become a real maritime college, where theory and practice will unite to complete the education of the young apprentices. Carrying with them all the elements and all the means of regular instruction, they will go to seek in every sea and climate for accidental chances and extraordinary incidents—passing in turn through all the positions in which a sailor can find himself, they will each in his turn be a cabin boy without the mortifications which destroy so many poor children, without ever forgetting that they learn to obey that they may be able to command; for in the midst of the severe duties of an austere life, they will be encouraged by the friendly and paternal voice of the captain, who will be to them the representative of their family, and a friend on whom they may rely for the future.

NEW MATHEMATICAL INSTRUMENT.—One of the Polish exiles, by the name of Zelinski, formerly engineer in the Polish army, but now in the land-office of the Department of Upper Alps, France, has invented a new mathematical instrument called the Polygonometer, which serves for changing easily and quickly irregular polygons into triangles of the same surface. This instrument, facilitating so much the business of surveying, has been adopted by the French government, and is now generally used in all the land offices in France. It is hoped that our engineers will introduce it into this country.—*National Gazette.*

NEW SURVEYING INSTRUMENTS.—M. Lalenne, engineer of the *Ponts et Chaussées*, in France, has laid before the *Académie des Sciences* three instruments for topographical surveying, which if they accomplish all the inventor promises, correctly and with facility, will be eagerly sought after. To the immense number of surveyors, who are about to commence operations in every part of the United Kingdom, under the numerous Railroad Acts which have passed this session, such instruments would be invaluable. They are 1st, a Levelling Instrument, or Carriage, which it is only necessary to run over the ground, the levels of which are desired, and the section is at once ob-

tained; 2d, a Drawing Instrument, which lays down the plan of the ground; and can be mounted on the carriage of the Levelling Instrument, or Dynamometer, which exhibits the effect exerted on every point of the line passed over.—*Magazine of Popular Science.*

DOMESTIC MISCELLANY.

THE INDIAN CHIEF'S BRIDE.

The following anecdote of SPLIT CLOUD, Chief of the Omaha tribe of Indians, is extracted from the Appendix of the *Gazetteer of Missouri*, now in press by the Harpers:

Blackbird was a respectable warrior, and had attained his early popularity by conquest; but the distinction he most coveted was unlimited power in his own nation. When he had attained this he became pacific towards the neighboring nations. But a partizan leader had taken a Pawnee girl, who was, by the command of the medicine man, to be sacrificed at the stake. The son of Blackbird had seen her, and interposed in council to save her life. He laid down all the moveable property he possessed, and urged the purchase of the girl from her captor. He was inflexible, and persisted in his vow to sacrifice her to the Great Spirit.

The council approved the vow, for Blackbird had permitted it. When, on the day appointed, the captive was led out to execution, young Split Cloud, the son of the chief, was seen leading his Buffalo-horse, not far from the head of the column where the victim was marching. After the medicine-man, with the captive and a few old warriors had crossed a ravine in the route and were rising to the plain appointed for the sacrifice, the young warrior cut asunder the cords that confined the arms of the girl, lifted her to his saddle, and with his bow lashed his horse to full speed, before his countrymen could comprehend the meaning of his movements. He was across the plain before pursuit was determined on: and then there were no horses at hand. He had concealed one in the next ravine, and the fugitives escaped the ill-arranged and worse conducted pursuit of the Omahas. A solitary runner came within arrow-shot of Split Cloud, but his race terminated there, he was shot to the heart.

The fugitives retired to the recesses of the Black Mountains, and took up their abode there, until home affairs should present a more inviting prospect. Their wedding was thinly attended, but the blush of affection glowed as vividly on the cheek of the bride, as that which mantles over the neck more tastefully adorned, in civilized circles, on like occasions. The self-married pair passed a year in the solitude to which they had retired, content with the society each was able to afford the other, when Split Cloud deemed it advisable to revisit his nation. In this lone retreat he left his spouse, with the purpose of retracing his steps in the brief space of a few weeks. A sufficient supply of dried meat was left in the cave with its tenant, for the period of his intended absence.

When Split Cloud reached his native village, he found the whole tribe chaunting the death song over an infinite number of the dead inhabitants of the nation. The small pox had reached the Omahas, and many had already been swept off, very few recovered. The medicine man claimed to have power over the disease, but his practice hitherto had been unsuccessful. He looked grave, and was evidently suffering with great alarm. The most common treatment of the patients, when afflicted with the inflammatory action of this disease, was immersion in cold water. This usually afforded speedy relief, and terminated all the ills of life—with extinction of life itself. At last, after many new and imposing tricks, death itself played the last masterly act on the impostor—and

old Medicine himself departed. Blackbird had lived moodily apart from the rest of his tribe, and his dignity was like to secure him against the infection. But when his high priest died he attended his funeral obsequies. This was a few days before the return of his son. Blackbird was considering what disposition should be made of the prodigal, when he was taken ill.

From the moment the first symptoms were felt by the chief, he yielded to despair, and made his arrangements for the hunting grounds beyond the grave. He desired that he might be buried with suitable variety of arms and ammunition, that his enemies might get no advantage of him. He probably anticipated meeting with the poisoned warriors, on the banks of the Plattegathon. As he himself had apprehended, Blackbird was a victim to the disease. The funeral was grand and imposing. The warrior was placed erect on his hunting horse, and thus, followed by the whole nation, he was conveyed into the grave that had been previously prepared on the highest point of land, near to the Missouri river. The horse, alive, was forced into the grave, with the dead rider, and thus covered over. A small parcel of corn was placed before the animal and Blackbird was supplied with dried meats, a kettle, his pipe and kinakanic, gun with ammunition, bow and full quiver of arrows, and paints suitable for adorning his person, both in peace and in war.

When the funeral was at an end, the trader arrived. His knowledge of the small pox enabled him to save from its ravages the remainder of the tribe. All eyes were naturally turned on the son of Blackbird, as the successor to the deceased chief. Young Split Cloud deemed himself so fortunate in the altered position he now occupied, having shifted the character of fugitive and culprit for the appointment of hereditary and popular chieftain, that he relaxed much of the despotism of his predecessor. Having settled the affairs of the nation and reduced the tariff, he found leisure to depart in search of his Pawnee wife. Autumn was far advanced when he left the Omaha towns, and, as he approached the mountains, winter, with its utmost rigor, had set in. The emotion with which his savage and sensitive mind was agitated, had not the refinement of poetry, chastened with rhetorical arrangement, cadence and measure to soften his suffering. He was not able to murmur, as he approached the place where he had deposited his treasure—

" 'Tis sweet to hear the watch-dog's honest bark
Bay deep-mouthed welcome as we draw near home;
'Tis sweet to know there is an eye will mark
Our coming, and grow brighter when we come."

But he had the elements of poetry rudely commingled with the romance of his reckless life, and his singular domestic arrangements. He found the partner of his life's vicissitudes in the cave where he had left her. She was sitting near the expiring coals of her last faggot of fuel, bending over a pair of babes, who were unconscious of the manifold evils of the world they had just entered, but sensibly aware of extreme hunger, which their mother was sharing with them. The holy fountain whence they had drawn supplies had been drained; and the famished mother sat, the picture of patience and despair. Hope had hitherto pictured in her imagination a sunny spot, such as that which was about to break upon her in the arrival of her preserver. But gnawing necessity had carried her to that maddened and awful point which fixed the cannibal purpose of eating one of her infants, to preserve herself and the other one, until the long wished-for relief should be realized. At the precise point of time when the person of her husband darkened the entrance of the cave, she held the knife in her hand, and was fondly lingering in the debate of her own mind, which should be the victim—which dear object should be preserved at such countless cost.—

The keen perceptions, the fine drawn threads of affection, the result of protracted privations, lent unearthly vigor to her mind, when her final resolve was fixed, to perish with her offspring and by the same innocent cause. She hurled the instrument of her bloody purpose far away into the dark recesses of the cavern, and placed the hungry babes upon her bosom as she sunk back in despair, unmitigated with a single ray of hope. At this critical instant, the young warrior, in the full vigor of manhood, animated with virtuous purposes, sprang forward, gave utterance to a scream of joy, imparting a like sensation to the suffering object of his solicitude. The interchange of sentiment was full of sadly pleasing emotions, as the long fast of the wife and mother was broken over a kettle, amply provided by the skill of the hunter.

Sixty suns had risen and set after the thrilling events just described, when the Omaha nation was made joyous with the appearance of Split Cloud. He was followed by his foreign wife, whom he had twice snatched from destruction, and who now repaid him with the smiles of two young braves, peering over each of her shoulders, from beneath the ample folds of—a new scarlet blanket.

THE PHANTOM SHIP.—The schooner which was imbedded in the ice at the close of navigation last season has been a fruitful subject for the pens of our contemporaries, on the Lake shore, for some time past, and the situation of the three men on board has excited the sympathy of all. For some days past, she has been nearly opposite Dunkirk, fixed in the ice, towards the Canada shore. On Monday afternoon our citizens, with the most lively interest, raised a subscription to provide wood, and proceeded on board the Columbus, Capt. Walker, to her relief. We regret to add, that all efforts proved ineffectual to reach nearer than two miles; the steamboat was in consequence obliged to return without effecting her object.

The sensations of the parties engaged in this experiment were painful in the extreme, as on penetrating the ice, the poor solitaries on the schooner, hailing approaching deliverance, raised their flag to the highest point; but on the steam-boat being obliged to retrace her course—the sickening, melancholy signal was exhibited of the “flag half mast high,” indicating but too truly, that, in addition to other evils, they had been subjected to “hope deferred.”

A further subscription was entered into yesterday for the engagement of the Clinton for this humane purpose; but the stormy nature of the weather prevented its being carried into effect.

We hope ere the appearance of our next, that the hardy, though we fear desolate, adventurers, will have been rescued from their perilous situation.—*Dunkirk Beacon, May 10.*

EXCERPTS.

BRITISH ADMIRALS.—Lord Rodney was 64 in the fight of the 12th of April; Lord Hood was 71 at the capture of Toulon; Lord Howe and Lord Graves were both 63 on the 1st of June; and Lord Bridport, the third in command in that action, was upwards of 60, and gained a victory off L'Orient the following year; Lord St. Vincent was 64 at the period of the St. Vincent's action; Lord Duncan was 66 when he defeated the Dutch fleet off Camperdown; Lord Nelson, on the other hand, was only 39 when he commanded at the Nile, 41 when at Copenhagen, and 47 when he closed his brilliant career at Trafalgar; Lord Keith was 66 when he commanded the naval part of the Egyptian expedition; Lord Collingwood was 55 at Trafalgar, and for four and a half years afterwards most efficiently commanded the Mediterranean fleet; Lord Exmouth was 60 when he attacked Algiers, but Lord de Saumarez was only 44 in the battle of Algesiras and the subsequent victory in the Gut of Gibraltar; Admiral Cornwallis was 52 when he effected his masterly retreat; Sir John Duckworth was 59 at St. Domingo; and Sir A. Cochrane was 56 at the burning of Washington.—*Hampshire Telegraph.*

PRAYING AND FLOGGING.—“I cannot,” said Collingwood, “for the life of me, comprehend the religion of an officer who could pray all one day, and flog his men all the next.”—*United Service Journal.*

CÆDECIUS, A Roman tribune, having once undertaken to perform a service of extreme danger, addressed his soldiers as follows:—“My friends, it is necessary for the safety of the army that we should march to yonder station. It is not necessary that we should return.” The army was saved, but every one of the followers of Cædecius perished. He himself was found desperately wounded.

A case reported to a Temperance Society by a wag, was that of a sailor, who was continually losing his wooden legs by the “wet rot,” so long as he indulged in spirituous liquors; he abandoned the use of the alcohol and his timbers lasted three times as long.

SELECTED POETRY.

From the Southern Literary Messenger, for April.

DEATH OF MISS PATTERSON.

“They were the first on board, and sought first the one they most loved! Alas, the pale form was there, but the spirit that gave it light and animation had fled! Still the tokens of its peaceful departure lingered in the sweet composure of her face; the brow was still written with thought—the cheek softly tinged with the dreams of her rest. They had come to greet her, to hear her speak, and welcome her home; but the only office that now remained, was to consign to the earth this beautiful relic; with breaking hearts they dressed her grave on the banks of that stream where she strayed in her childhood, and where long the melancholy waves will murmur the music of her name.”

COLTON.*

The ship had left the fair and balmy isles

That glitter o'er the soft Ægean sea—

Had left Italia's sky of sunny smiles—

Italia's bright and glorious scenery!

And hope's sweet smile in many an eye did stand,
As gallantly she bore towards their native land!

And there was one, whose bright and sunny eyes

Did sweetly beam with joyfulness and hope,

As in her fancy her fair home did rise,

And childhood's cherish'd scenes around did ope!

Sweet visions of the future—a vast throng,

Or rainbow-tinted, danced her brain along!

She saw again her home—the lov'd ones there—

She heard again affection's accent bland—

She met the eye, with smiles soft and sincere,

And pressed again the long divided hand!

And only wonder'd why she e'er did roam

From her heart's only paradise—her home.

Slowly the vessel reach'd its destin'd place,

And many a yearning heart awaited there,

To welcome with a sister's warm embrace

The gentle wanderer, so young and fair:

To print again the warm kiss on her brow—

To hear once more her tongue's glad music flow.

With joy to greet her, they were first on board—

Eager was every heart, and bright each eye:

And first they sought their lov'd one and ador'd,

With sweet anticipation's stream raised high.

But ah! no bounding step nor gleesome tongue

Burst forth—but dark despair on every face was hung

The pale and silent form, alas! was there—

All, all that gave it light and life had fled;

Yet smiles all heavenly tinged her cheek so fair,

And seem'd to whisper that she was not dead!

But all, alas! were gone—the eye so mild and bright;

The mind so rich in gems of thought and light!

With sad and aching hearts they made her grave

Where she in childhood stray'd—by a fair stream;

Where long the light and melancholy wave

Will murmur sweet the “music of her name.”

Where maids will gather oft at evening's gloom,

And deck with flowers fair and bright her early tomb!

E. M. H.

WINCHESTER, Va.

*The Rev. W. Colton, in his “Visit to Constantinople,” has given a sweet and touching sketch of the death of Miss Harriet Patterson, daughter of Commodore Patterson.

WASHINGTON CITY ;
THURSDAY, MAY 18, 1837.

THE PRESIDENT OF THE UNITED STATES has issued a Proclamation, appointing the first Monday in September next for the meeting of Congress.

The rumor of the expected appointment of Gen. MACOMB as Minister to France, during the ensuing fall, scarcely deserves a serious refutation. Certain it is that nothing of the kind had been heard of here, where such things would most likely be first known.

We do not suppose that Gen. M. would relinquish the commission he at present holds, which is permanent, and will no doubt continue as long as he lives, for any other post, however honorable and lucrative it might be.

Commodore A. S. WADSWORTH has been appointed by the President of the United States a member of the Board of Commissioners for the Navy, in place of Commodore RODGERS, resigned.

Commodore CHAUNCEY, being the senior officer, is President of the Board.

NAVAL MAGAZINE, Vol. 2, No. 3, May, 1837. This number has been punctually received, and read with pleasure; it is conducted in a style which must reflect credit on the service, and afford gratification to all who encourage it. Among the articles in the present number, which we would particularly refer to, is one on "the character and duties of the naval profession;" it promulgates sound principles, and contains wholesome advice to all grades. The other original articles are: A memoir of Gen. Rodil, from the MS., of the late Hon. W. Tudor; Essay on Astronomy, by Professor Ward, continued; Remarks on the supposed connexion of the Gulf stream with opposite currents on the coast of the U. S., by Professor Redfield; Geography of Tierra del Fuego and the Straits of Magahlaens; and a notice of Ericsson and Ogden's patent sounding lead. The last we have transferred to our columns.

The agent of the Naval Magazine, in Washington, is Mr. F. Taylor, by whom subscriptions will be received, and forwarded to the publishers.

RAPID TRAVELLING.—Paymaster T. P. Andrews, and Lieut. A. Herbert, of the army, left Black creek, Florida, on Tuesday the 9th inst., and arrived at Washington on Monday last, having performed the journey in six days. This is the shortest time, we believe, in which the same journey has ever been accomplished; and when we take into consideration that there is no connected line of steamboats and stages, it may be accounted a remarkably short trip.

The detachment of U. S. dragoons, under the command of Capt. W. W. Tompkins, arrived at New Orleans, in the ship Mississippi, on the 6th inst. and were to embark for Jefferson Barracks on the 8th.

M. C. EWING, late of the U. S. army, has been appointed assistant engineer on the Alexandria canal. Mr. E. was formerly employed on the aqueduct near Georgetown, as assistant to Capt. W. Turnbull.

MOVEMENTS OF TROOPS.—By reference to the Army head, it will be seen that a change of the present stations of some of the Infantry regiments has been made.

Correspondence of the Army and Navy Chronicle.

"U. S. STEAMER AMERICAN,
St. Marks, May 1, 1837.

"We arrived here to day from camp Fauntleroy, on the Suwanee river, where we left Major Fauntleroy, of the U. S. Dragoons, with his command; no late signs of Indians.

List of the officers of the American.

Stephen Johnston, Lieut. Comm'g.; J. F. Borden, Passed Mid.; M. C. Watkins and W. E. Boudinot, Midshipmen; T. A. Parsons, Assistant Surgeon; J. Kirk, 1st Engineer; and P. Wilsey, 2d Engineer;"

THE APPOINTMENT OF ORDNANCE SERGEANTS.—Some misapprehension appears to prevail as to the selection, and the mode of appointing ordnance sergeants. Applications are sometimes made in behalf of discharged non-commissioned officers, under the supposition, that having formerly served in the army, they are eligible for the promotion to the grade of ordnance sergeant. This is a mistake; nor would it be just to diminish the chances of promotion to the non-commissioned officers who continue to serve and perform arduous duty with their companies, by giving these appointments to any discharged soldier, who, after trying civil life for a season, is willing to return to the army, provided he can obtain the appointment of ordnance sergeant. These prizes are provided by law and the regulations for the veterans, who hold to the army; and we understand, that applications will not be considered at the Department, except the soldier be serving with his company or regiment at the time, and be recommended in the mode pointed out in the regulations. We cite the regulation on the subject:

61.... With a view to a proper selection of Ordnance Sergeants, the Captains, or officers commanding companies, will report to the respective Colonels, such Sergeants as may, in their opinion, by their conduct and service, be entitled to be considered candidates for the ordnance, setting forth in their reports the description, length of service of the candidates, the portion of which he served as non commissioned officer, his general character as to fidelity and sobriety, his qualifications as a clerk, and his fitness for the duties to be performed by an Ordnance Sergeant. The Colonels will forward the reports of the commanding officers of companies, through the Adjutant General, to the General in Chief, with such remarks as to the qualifications of the Sergeants proposed for the ordnance duties, as they may judge proper to make.

The following is the section of the law, approved April 5, 1832, which authorizes the appointment of ordnance sergeants:—

SEC. 2. And be it further enacted, That the Secretary of War be authorised to select from the Sergeants of the line of the Army, who shall have faithfully served eight years in the service, four years of which in the grade of Non-commissioned officer, as many Ordnance Sergeants as the service may require, not to exceed one for each military post; whose duty it shall be to receive and preserve the Ordnance, Arms, Ammunition, and other military stores, at the post, under the direction of the Commanding Officer of the same, and under such regulations as shall be prescribed by the Secretary of War, and who shall receive for their services five dollars per month in addition to their pay in the line.

The following is a list of the names and present stations of Ordnance Sergeants.

Names.	Stations.
Elias Van Camp,	Fort Winnebago,
John A. Wood,	" Brady,
Robert S. Dunn,	" Mackinac,
Samuel Watkins,	" Howard,
Joseph Adams,	" Dearborn,
John Townsend,	" Gratiot,
Francis Powley,	" Niagara,
William Gaines,	Madison Barracks,
Robert Gray,	Hancock Barracks,
William McDonald,	Fort Sullivan,
Lewis Simpson,	" Preble,
James Wheeler,	" Constitution,
Ephraim Sheldon,	" Wolcott,
Mark W. Smith,	" Trumbull,
Geo. Morrison,	" Columbus,
Louis Lefay,	" Hamilton,
William F. Kea,	" Lafayette,
William H. Mock,	" Mifflin,
Miller Gilmore,	" McHenry,
John Mullen,	" Severn,
Joseph Cameron,	" Washington,
Andrew King,	" Monroe,
Moses McArthur,	Belona Arsenal,
Amaziah Coy,	Fort Johnston,
Peter D. Stewart,	" Macon,
Joel W. Jones,	" Caswell,
John Holden,	" Moultrie,
Henry Thompson,	Augusta Arsenal,
Isaac C. Feall,	Oglethorpe Barracks,
James Davidson,	Fort Marion,
John F. Short,	" Snelling,
John Melvin,	" Crawford,
Theophilus B. Michaels,	Fort Leavenworth,
Peter Fleming,	Jefferson Barracks,
Solomon Ceders,	Fort Gibson,
Joseph C. Swift,	" Coffee,
Abraham E. Dowdle,	" Jesup,
John Detmar,	" Towson,
Haman C. Day,	Baton Rouge,
John Fair,	New Orleans,
John Henderson,	Fort Jackson,
John Lory,	" Morgan,
Samuel W. Billings,	" Wood, La.
J. W. Harrington,	" Brooke,
Richard J. Armstrong,	" Wood, N. Y.
David H. Carter,	

It is stated in a New York paper that orders have been received to fit the ship of the line Ohio for sea. In this case, as in many others, rumor goes beyond the actual fact. The order extends, so far as we can learn, to *repairing* the Ohio; fitting her for sea is a matter to be determined hereafter. We understand that upon examination, her timbers are sound, and that her planks and upper works are much less decayed than was apprehended from the fact of her lying so long after being launched—now seventeen years.

ITEMS.

Captain Pearl, of the schr. Waterloo, arrived at Baltimore from Charleston, expresses his acknowledgments to Capt. Hunter and his officers, of the Revenue Cutter Jackson, for the timely and very essential aid rendered to him in discharging and getting his vessel off, when ashore at Talley's Point on the night of the 30th ult.

Revenue Cutter Woodbury, bound to New Orleans, was spoken on the 10th inst. Capt Henry bearing W. N. W., 30 miles distant.

Commodore RODGERS has arrived at New York, and embarked on board the packet ship Montreal, which sailed for London on the 10th inst.

Major Gen. GAINES arrived at Pittsburgh, on Saturday evening, 6th inst.

Captain MARRYAT has arrived at New York, in the packet ship Quebec, from London.

Gen. JOHN LLOYD, of the city of New York, has been appointed by the Governor and Senate, Major General of the 32d division, New York State Infantry.

ARRIVALS AT WASHINGTON.

May 12—Col. S. Thayer, Engrs. Gadsby's.
Capt. W. Gordon, 2d Drags. Mrs. Argelles.
14—Col. W. J. Worth, Ordnance, Fuller's.
15—Major J. L. Smith, Engrs. Gadsby's.
17—Surgeon H. S. Hawkins, Fuller's.

LETTERS ADVERTISED.

WASHINGTON, May 15, 1837.

ARMY.—Lieut. J. R. Anderson, Col. R. E. De Russy, Lieut. R. B. Sereven.

NAVY.—G. R. Barry, D. Fauntleroy, 2, Lt. J. W. Jarvis, B. J. Moeller, Capt. J. B. Nicolson, 2, W. S. Swann, Jos. H. Terry.

PASSENGERS.

NEW YORK, May 7, per ship Milledgeville, from Savannah, Dr. A. W. Elwes, of the army.

May 11, per barque Ella Hand, from New Orleans, Lieut. Baker, of the army.

Per ship Montreal for London, Commo. J. Rodgers, of the navy, and servant.

May 15, per ship Thomas Dickinson, from Savannah, Lieut. E. Rose, U. S. Army.

MOBILE, April 29, per steamboat Champion, from Pensacola, Lieut. G. F. Lindsay, of the Marine Corps, and Lt. J. H. Simpson, of the army.

SAVANNAH, May 7, per steamboat Forester, from Black Creek, Lieuts. E. Rose and J. H. Miller, U. S. A.

NEW ORLEANS, May 1, per steamboat South Alabama, from Mobile, Lieut. G. F. Lindsay, Marine Corps.

Paymaster T. P. Andrews, and Lieut. A. Herbert, of the army, arrived at Savannah on the 11th, and at Charleston on the 12th, in the steam packet Charleston from Volusia; and at Norfolk on the 14th, in the steam packet Georgia from Charleston.

MOBILE, May 5, per steamboat Champion, from Mobile, Capt. W. H. Chase and Lt. J. G. Barnard of the army, and Capt. T. Paine, of the navy.

DOMESTIC INTELLIGENCE.

BY EXPRESS MAIL.

STEAMBOAT CHARLESTON, }
May 12th, 1837. }

To the Editors of the Charleston Courier :

GENTLEMEN—As you are no doubt desirous of having the latest information from the army in Florida, I send you the following :

Oseola has at length come in to Fort Mellon, with upwards of 200 warriors; there were in the vicinity of that post, (on Lake Monroe) on the 3d inst. upwards of two thousand five hundred Indians, (men women and children,) on their way to Tampa; Philip's band was among the number.

From officers there, we learn that Oseola, although not an hereditary Chief, is still a ruling spirit among those dissatisfied wretches, and has acquired, by his superior intelligence and sagacity, more influence over those disorganized bands, than their legal and hereditary Chiefs possessed.

With this mass of Indians, he had stopped at Fort Mellon, for the purpose of selling their cattle and ponies, and to bring in the runaway negroes. They were to proceed on their way to Tampa Bay on the 9th. These, with those who are already at Tampa, will make up nearly the whole force of the Seminole nation, and they will probably be all shipped by the 1st of June. A few stragglers will probably remain.

Oseola slept in camp, in the commanding officer's tent, on the night of 3d or 4th inst. and the next day, while his people were bringing in cattle, he gave a ball play for the amusement of the garrison.

He is somewhat gloomy and thin, with a countenance expressive of much thought and cunning, and although evidently sad at leaving his hunting grounds, he now expresses anxiety to emigrate as soon as possible. The hereditary chiefs, (no doubt jealous of his influence,) have universally denied his power in the nation, and yet the mass of warriors seem to be near his person, and he the last to come in. They are selling their ponies and cattle quite rapidly at Tampa also, and no doubt is now entertained of their sincerity, even by the most incredulous.

This information you may rely upon, as I am just from the army.

AN OFFICER OF THE U. S. A.

JACKSONVILLE, May 4.—We have no late intelligence from Gen. Jesup. By the latest accounts, coming by the by indirectly, the Indians are still coming in. Although many do not place confidence in the peaceable professions of the enemy, the more general opinion is that the war is ended.

It has been reported here that powder and lead, as well as rations, are issued to the Indians that have surrendered. If this be so, it does not seem to us a prudent measure, especially if the Indians have not brought in their arms.

Of the division of the army north of the Withlacoochee, Brigadier Gen. Armistead is in command. His staff is at present composed as follows:—1st Lt. H. Garner, Adj't. 3d Art'y. A. A. Adj't. Gen.; Capt. J. R. Vinton, 3d Art'y. Adj't. and Ins. Gen.; Lieut. Thornton, 4th Art'y. Senior As't. Qr. Master; Lieut. Drum, 4th Art'y. Principal Commissary; Lt. Poole, 3d Art'y. As't. A. D. C.

We understand that Gen. Armistead has issued an order requiring the attention of officers to the prompt security of proper shelter for their commands. This is to be effected by covering the tents of officers and men with bark or boards. It is desirable that they should be shaded with trees. Many other measures of precaution against disease of the climate are required in the order. Such measures are very proper and in fact necessary in this climate. The greatest attention should be paid to preserving the health of the army.

Militia and Volunteers come under the above orders, of course, the same as the regulars. The Head Quarters of the 1st Division of the South, is established at St. Augustine, for the present.

From the New Orleans Bee, May 5.

CAPTURE OF A MEXICAN BRIG OF WAR, BY THE U. S. SHIP NATCHEZ.—Schr. Climax, Combs, from Pensacola, whence she sailed 28th March, bound to Matamoras, with a cargo of lumber arrived here last evening, reports that she arrived off the bar of the Brassos St. Jago, on the 8th April, was boarded by a Mexican pilot, and informed that she must remain at anchor until further orders from the shore, without attempting to land any person on board, promising at the same time that he would take her over the bar on the day following.

She remained until the 10th, when a boat from the Mexican armed schr. Bravo came off to ascertain if any *white lead* was on board, but being answered in the negative, the boat returned to shore. On the 12th a message was sent on shore by the U. S. sloop of war Natchez, demanding the release of the American schr. Champion, and if refused, the Mexican armed brig, formerly the Farmer, then at anchor off the bar, should pay the forfeit; but the Commandant of the port returned answer that the Champion could not be released, ordered the officers of the boat on board with a message to the commander of the sloop of war to get under way, and leave the coast immediately.

The Natchez remained at anchor until the 16th, when she despatched a note to the Mexican brig of war, ordering her colors to be hauled down, which was positively refused to be complied with, unless fired into. The U. S. sloop of war immediately fired a shot over the brig, when she struck her colors and was taken possession of by the Natchez. The Mexican fort and the armed schr. Bravo immediately opened a heavy canonading upon the Climax and sloop of war, which was continued sometime, without however, doing any injury, except by one 18 lb. shot, which struck the C., passed through her deck into her larboard bow, starting a but, which caused her to make water three feet per hour. She then succeeded in making sail and drawing a piece of canvass over the leak, hauled off, and placed herself under the protection of the Natchez.

The U. S. sloop of war remained off the bar until the 18th ult., when her commander made another demand for the release of the schr. Champion, but no answer being returned, the Mexican brig was ordered to Pensacola with a prize crew on board, got under way in company with the Climax and proceeded to the westward, leaving the American schrs. Leonidas, [detained] Champion and Julius Cæsar [captured] and three others, whose fates are unknown.

The New Orleans Bulletin of May 6 says:—

An order was received yesterday we understand at the U. S. Quartermaster's office in this city for the immediate transportation of 3 regiments and 6 companies of Artillery from the Florida service to camp Sabine on the Sabine River. We cannot divine what may be the object of this sudden movement, unless to be in some way connected with our difficulties with the Mexican Republic.

FROM FLORIDA.

SAVANNAH, May 8—2 P. M.—The steam packet Forester, Capt. Dillon, arrived on Saturday night from Black Creek, which place she left on Wednesday last. All the intelligence we have collected from a passenger and the officers of the steamer follows:

Gen. Jesup, it is said, has directed the negroes yielded by the Indians, to be congregated at Lake Monroe, (Fort Mellon) instead of St. Marks, that they may be identified by the owners.

EUCHEE BILLY, (the Chief heretofore supposed to have been killed in battle, by our forces) it is now said, is at Fort Mellon with Philip's son. Philip is said to be wounded, and, it is supposed, received his wound at the hard fought battle at Lake Monroe, where the gallant Mellon fell a sacrifice to Indian perfidy.—*Georgian*.

From a Correspondent.

"BLACK CREEK, May 3, 1837.—I learn from Capt. d'Lagnel, U. S. Ordnance, who has recently left the Head Quarters of the Army, that the Indians continue to come in slowly but surely—and that peace is permanently restored to the territory.

"General Jesup's course during the whole campaign, has been marked by the greatest discretion and delicacy, and deserves many thanks from the people of Florida, for doing that which all his predecessors had failed to accomplish. The fact is, and cannot be denied, that he has evinced throughout, the greatest generalship.

"I hear a rumor that Gen. Macomb is to be appointed Minister to France; and that he will leave this country next fall. There cannot be a better selection. It is one which will be extremely popular with the people.

"In accepting this appointment, General Macomb, of course, will resign his commission in the army, and the two individuals, having the strongest pretensions to the promotion are Generals Scott and Jesup, both holding at present *precisely the same rank*. The

law, however, makes it optional with the President to give to an officer of the Army or to a citizen. No officer can ask for it as a matter of right."

From the Norfolk Beacon, May 15.

VERY LATE FROM THE ARMY—SURRENDER OF OSEOLA AND PHILIP.—We are indebted to Major Andrews and Lieut. Herbert, U. S. army, from Black Creek, which place they left on Tuesday last, and who arrived here yesterday in the steam packet Georgia, from Charleston, for the following intelligence:

Oseola and Philip, with about 800 warriors, came into Fort Mellon a day or two previous to their departure. There were between 2500 and 3500 Indians encamped within the vicinity of Fort Mellon, and it is presumed that by this time they have arrived at Tampa Bay. The whole body of Indians would probably embark from Tampa Bay about the last of this month for Arkansas; boats were in readiness to convey them thence.

We also learn that recent events have confirmed the opinion heretofore entertained, that Powell had exercised great influence in the nation; his superior intelligence and shrewdness has given him an influence which the hereditary chiefs could not retain over the young men, and this jealousy of his power is probably the true cause for assailing his reputation. He has been averse to murdering women and children and prisoners in cold blood, and has lost his popularity in some measure in consequence of it.

We also learn that the army, with the exception of some of the volunteers, were generally in good health. That part of the army stationed at Fort Drane and Volusia were more sickly, and that consequently the forts were about being dismantled.

In addition to the above the following letter copied from the Charleston Mercury, gives further interesting details:

"**FORT MELLON, (Lake Monroe) May 6.**—From Capt. B. you will learn much news of a character to give some prospect of a speedy termination of this tedious war. Oseola having come in at this post, with most of his warriors, I think augurs well. He seems care-worn, and heartily tired of continuing the present state of affairs, indeed he has expressed himself, as extremely anxious for a speedy termination. He is now encamped about fifteen miles from this place, in conjunction with Coa-ha-uo and his tribe, or rather Philia's as they are more generally known, awaiting the arrival of the remainder of his men, for whom runners were sent out by him, from this place two days since. On their arrival, which is looked for in a few days, they will visit this post, to deliver the negroes and cattle, as per agreement, and will then depart for Tampa, preparatory to their emigration. The force in the vicinity of this post, including men, women and children, is estimated to be about 3,500. Many of the runaway Creeks and Euchees are coming into this place and express the desire to remain and emigrate with the friendly Creeks now at this place, in preference to moving off with the Seminoles. We have already received about 250 head of cattle, and continue to receive successions almost daily. The burden of the war seems to have fallen on the female portion of the Indians, for while the men, who have come in here and we have issued rations to some 7 or 800, appear in good health and spirits generally; the females, on the other hand, with but very few exceptions, appear squalid, and almost destitute of even the common necessities of life, and this latter circumstance, I have no doubt, has greatly contributed to bring about the present amicable and gratifying state of affairs. For the further particulars I refer you to Captain B., who, I am sure, will be gratified to give you any information you may desire.

Philip's son, brother, and wife, together with Hicks, were all here two days since.

From the Naval Magazine.

NOTICE OF ERICSSON & OGDEN'S PATENT SOUNDING LEAD.

BY A MEMBER OF THE U. S. LYCEUM.

Among the many inventions and improvements in navigation, which have recently been suggested by the ingenuity and experience of scientific and practical men, I may venture confidently to predict, that there is not one which will prove of more importance to the Navy, to the merchant, and the seaman, than the Patent Sounding instrument invented by Ogden and Ericsson. It is based on a scientific principle which cannot err, viz.: that the pressure of the water at given depths, is always the same. And it is so perfectly simple in its construction, that even the common sailor, with a single explanation, can understand its use. In size and weight it differs but little from the common lead. It has a cavity on one side to admit a strong glass tube, into which the water is forced by external pressure as it descends, and a scale by its side, graduated on a brass plate to register the depth, which is shown by the height of the water in the glass tube precisely as the density and temperature of the atmosphere are indicated by the scales of the barometer and thermometer.

To the scientific reader, it may be interesting to know the process of graduating the scale, which, he will at once perceive, must be perfectly correct. The relative weight of an inch of mercury and a fathom of sea-water is easily ascertained, say five inches of the one is equal to one fathom of the other, (not accurately so, but near enough for explanation.) A strong glass tube in joints well secured, forty to fifty feet in height, communicates with a basin of mercury, which basin is joined by a pipe to a strong iron cylinder capable of containing about 20 of the instruments. This number when completely finished, except the graduation of the scale, is placed upright in the cylinder, which is then filled with water and the top firmly screwed down, making an hermetical joint. Attached to the other side of this cylinder is a *Bramah press*, by which a further quantity of water is forced into it, the column of mercury indicating, by every five inches, the pressure of a fathom of sea-water. The mercury being forced to 100 inches, would give 20 fathoms. The top of the cylinder is then taken off, and the water in each glass tube of the instruments will stand at 20. This is marked on each, and the process is repeated for 30, 40, 50, &c. fathoms. The intermediate scale is projected by calculation.

The great advantage of this sounding instrument is that of obtaining correct soundings without heaving to, or even deadening the ship's way. Numerous experiments have already been made with it, by officers of intelligence, some of whose reports will be found annexed, and all bear corroborative testimony of its correctness and practical utility. One of the most prominent causes of the loss of so many of our fine ships, particularly on our own coast, is the great anxiety of their commanders to make short passages, and their consequent unwillingness to heave to with a fine breeze when approaching the land, for the purpose of ascertaining the depth of water; but, with this instrument on board, they may gratify their anxiety without in any manner endangering the ship, as correct soundings may be obtained up to 80 fathoms, whilst going at the rate of 6 knots, and 45 to 50 fathoms at the rate of 10 knots. Thus they may run on boldly, only observing the precaution of dropping the lead over occasionally, certain of having the exact depth of water, indicated by this valuable instrument. No ship of war ought to be sent to sea without being provided with several of them; and every merchant ship should have at least two. With these, and the excellent chronometers now made by Parkinson & Frodsham of London, the danger of navigation will be so much lessened, as only to require a very moderate capacity and ordinary prudence on the part

of the commander, to keep his ship afloat, and always in the right track. It has always appeared to me strange, and I must add short-sighted on the part of insurance officers, that so little is exacted as to the means and facilities of navigating the ship they insure. If she is only sound, strong, well-found in anchors and cables, and stands A. 1, at Lloyd's, she can command insurance at the lowest premium. These are all doubtless important requisites, and ought not to be dispensed with; but the experience, not only of our last severe and disastrous winter, but of all time, shows us that no degree of strength is sufficient to bear up against the rock, the breaker, and the beach. So long as a good ship can be kept afloat under the management of a skillful seaman, she may defy the elements, but when brought in contact with the shore or unsparing rock, it is to her the stroke of death, which equally overcomes the strong and the weak. It is certainly, therefore, a part of good policy, not only to require that a ship shall be strong, but that she shall be well-found in every respect. This, in the common acceptance of the term, applies to good sails, rigging, anchors, cables, &c., but I would add, as a matter of paramount importance, good chronometers, good sextants, and good sounding leads. The two former have been for some years past (thanks to the liberal patronage of the British government) in as great a state of perfection as could be desired; but of the many attempts to introduce a sounding lead which would give correctly the depth of water without heaving the ship to, none have succeeded until the present ingenious invention of Messrs. Ogden and Ericsson. But the following testimonials given by men of intelligence and experience, will do more to establish its practical usefulness than any thing further I can say.

Copy of a letter from Lieutenant Commandant Philip Bisson, of H. M. brig Partridge, to Capt. Ericsson.

TO CAPTAIN ERICSSON—

My Lords Commissioners of the Admiralty having ordered a trial of your patent sounding instrument, I was directed by Rear Admiral, the Hon. Sir Charles Pagot, on the 12th of this month, to proceed in H. M. brig Partridge, under my command, towards the Atlantic Ocean for that purpose. I have accordingly to certify, that I have put your sounding instrument to a complete practical test, by using it every second hour, by day and by night for nine days, beginning with a depth of five fathoms, and extending to 600 fathoms; soundings up to 80 fathoms being obtained whilst going at the rate of six knots per hour.

Respecting the accuracy of the instrument, I have only to state that I found it perfect. And as to simplicity I need only say that all my crew soon understood its use; and on these grounds I can strongly recommend this instrument as being of great practical utility.

PHILIP BISSON,

Lieutenant and Commander.

PLYMOUTH, this 22d day of Sept., 1836.

Copy of a letter from Lieutenant Wilkes, of the U. S. Navy, to Lieutenant Commandant H. W. Ogden.

NEW YORK, 15th April, 1837.

SIR—It affords me great pleasure to state to you that I am well acquainted with the merits of Ogden and Ericsson's patent lead. I have seen them tested repeatedly under hydraulic pressure at Braithwaite & Co.'s establishment, and they gave with great exactness the pressure indicated by the scale, even to a quarter of a fathom. So much was I pleased with their performance, that I purchased six for the Expedition; and during the passage have had several trials of them, viz., on the banks, in 40 fathoms, the ship going at the rate of 5 knots. I have little doubt but that soundings may be obtained in that depth at a much greater rate of sailing, provided care is taken to give plenty of line. Whilst becalmed on the

banks, we had a full opportunity of testing its accuracy with the ordinary lead and line, which was duly measured; and again off Sandy Hook, at all times giving what was estimated to be the perpendicular sounding, by allowing for stray line with the common lead, with surprising accuracy. It is very simple in its construction, and quite as much so in use; and I hesitate not to say, that, after a fair trial, no seaman would be without one who is desirous of accuracy.

I am, sir, respectfully,

Your obedient servant,

CHARLES WILKES.

H. W. OGDEN, Esq.,

Commander U. S. ship Hudson.

Copy of a letter from William E. Hoseir, master of the packet ship North America.

NEW YORK, April 17, 1837.

SIR—I beg to recommend to your notice Messrs. Ogden and Ericsson's patent sounding lead. I have made use of it in various ways, that is to say, with the ship hove to, and when going at the rate of seven knots, and in every instance have found it perfectly correct. The depth of water in which I sounded with it was from 14 to 25 fathoms.

Respectfully, your ob't serv't,

WILLIAM E. HOSEIR.

To H. W. OGDEN, Esq.,

Commanding U. S. ship Hudson.

The inventors and patentees of this useful instrument are Messrs. Francis B. Ogden, consul for the United States at Liverpool, and Capt. Ericsson, formerly of the Swedish army; both of whom are men well known for their scientific attainments and practical ingenuity.

H. W. O.

THE EXPLORING EXPEDITION.—It will be recollected that the Pioneer, one of the two barques built at the Charlestown Navy Yard last summer for the Surveying and Exploring Expedition, was selected to carry away Santa Anna, President of Mexico, to Vera Cruz, and sailed with him from this port in January last. We learn that on her return, Lieut. Tattnell, the commander of the Pioneer, made rather unfavorable report of her sailing qualities. The cruise on which these vessels have just sailed, is to ascertain what effect the alterations which have been made in the storage and masting of the Consort will have on her working and sailing. As sea boats in stormy weather and ocean water, these vessels, we understand, cannot be surpassed; it is in light winds and short head sea, that the Pioneer is complained of.

The Pioneer goes out in her original trim, with a stock of provisions equal to fifteen months supply for her complement of men, which is 63, all told—she is now divested of the extra armament, four guns and thirty men, which was put on board of her for the protection of Santa Anna, and which it is thought by many, materially tended to produce the effect complained of.

The following is a list of the officers of the several vessels:—

RELIEF.—Thomas A. Dornin, *Lieut. Comd'g*; Stephen C. Rowan, *Lieut.*; R. F. Pinkney, *Master*; James H. North, Wm. L. Maury, *Passed Midshipmen*; Daniel Ammen, Catesby Ap R. Jones, *Midshipmen*.

PIONEER.—Josiah Tattnell, *Lieut. Comd'g*; M. G. L. Claiborne, *Master*; Augustus L. Case, *Passed Midshipman*; Nathan Barnes, J. P. Sanford, *Midshipmen*.

CONSORT.—James Glynn, *Lieut. Comd'g*; H. J. Hartstene, *Master*; George F. Emmons, John M. Dale, *Passed Midshipmen*.

PILOT.—Henry W. Morris, *Lieut. Comd'g*; Benj. M. Dove, *Master*; Edward T. Shubrick, *Passed Midshipman*.

TO MARINERS.

The buoys in and adjacent to the mouth of New-Bedford river are painted as follows:

The Buoy on Sunken Rocks near the Dumlplin Rock,

" on Sand Rip,	Yellow
" on the S. E. part of Great Ledge,	Black
" on the N. E. part of North Ledge,	White
" on Sunken Rock, W. north Ledge,	Yellow
" on S. part of Middle Ledge, red with black head	Red
" on Lone Rock,	Black
" on Hussey Rock, one mile N. of White Rock,	White with black head

[The above is on the west side of Quick's Hole Channel.]

The buoy on the W. part of Mosher's Ledge, Black

" on S. W. part of West Island Ledge, White

[These two are on the East Side of Quick's Hole Channel.]

The buoy on the Packet Rock, White

" on Bartholomew, Red, white head

" on E. part of Butler's flat, White, black head

" on Rocks S. W. of Egg Island, Red

" on W. part of Fort Plat, Black

[The five last named are in the river.]

HARBOUR OF NEW YORK.—We are informed that the officers of the navy are now engaged in examining the positions of the contemplated light houses at the entrance of this harbor, for which appropriations were made by the last Congress, and we are gratified to learn that there is a prospect of the commencement of the work at an early day.

One of these buildings, that for the shoal termed *Flinn's Knoll*, is to be, we understand, a stupendous structure; of dimensions equal, if not greater, to those of the celebrated Eddystone and Bell Rock light houses; and, like those, to be built in the most substantial manner, of cut stone, thorough courses, dovetailed, dowed, &c. &c. The work, it is said by competent judges, may be completed during the present season; if so, the aid such an undertaking will afford to our mechanics and laborers at the present moment will be certainly most opportunely given, and will afford important relief to many amidst the pressing difficulties of the times; keeping many valuable mechanics in our neighborhood, who might otherwise be compelled to seek employment elsewhere.

It is said the work may be progressed with day and night till finished; and that architects and artizans, being employed in sufficient numbers, the whole may be effected before the commencement of the next winter season. If this be the case, perhaps this circumstance alone, independent of the valuable lives preserved, may be the means of saving more property to our citizens, (of course with its proportionate revenue to the country,) in a single season, than the amount of the whole expense incurred by the Government.

At any rate, perhaps, there never will be a more favorable opportunity for pursuing their undertaking than that which will be offered by the circumstances of the approaching summer, and we trust that there will be no delay on the part of those who have been entrusted with the execution of this most important and desirable work.—*N. Y. Courier & Enquirer*.

LOUISVILLE, CINCINNATI AND CHARLESTON RAIL ROAD.—Major M'NEILL, the chief engineer of this company, arrived in this city a few days since, and after having made the necessary arrangements with the president, left here yesterday for the mountains, where, after ascertaining from Captain WILLIAMS the present state of the surveys, he will proceed to make a personal examination of the whole line, and give such directions to the operations of the engineers as may, in his opinion, be best calculated to advance the work. It is hoped that by the time the necessary explanations and surveys shall be completed, the embarrassments under which the county now labors, may be so far removed, as to offer no

serious obstacle to the progress of this great work.—*Charleston Courier*, May 11.

The Mexican brig-of-war Gen. Urrea arrived at Pensacola on the 5th inst. in charge of Lieut Moor, of the U. S. Navy, having been captured, as before announced, at Metamoras, by the U. S. sloop-of-war-Natchez. Her captain, Marias, and a small portion of the crew, were on board, the remainder having been transferred to the Natchez.

The U. S. sloop of war Concord, M. P. Mix, commander, arrived at Pensacola on the 2d inst. from a cruise on the coast of Florida and Cuba.

NATCHEZ, April 28.—We understand that General FELIX HUSTON, of the Texian army, will set out for Texas on Monday or Tuesday next; orders to that effect having been sent on in consequence of the serious aspect that the affairs of that country have recently assumed. We rejoice to be assured that the General is thus devoted to the cause of his adopted country, and has solemnly pledged himself, in case of another Mexican invasion, never to remit his exertions, but to prosecute the war to its termination, even if that be found at the ancient abode of the Incas.—*Courier & Journal*.

From the Woodville, Miss., Republican.

Died, near this place, on the 17th April, of the small pox, HENRY VOSE, Esq. The deceased was educated at West Point, N. Y., where he was distinguished as a proficient in the studies of mathematics, and those branches of knowledge depending upon them, a fondness for which he cherished till his death. He had a very extensive knowledge of geography and statistics, and by the aid of a retentive memory, (with which he was gifted in a remarkable degree,) he retained it with the most perfect exactness. He was at different times engaged in several presses of this State, and to which he contributed extensively, articles mostly of a geographical and statistical character. In 1830 he published an almanac for 'Mississippi and Louisiana.' He issued during the last year a prospectus for the publication of a 'Southwestern Directory,' which he abandoned on account of the difficulty of rendering such a work useful, in new States where such frequent changes take place in the conductors of every branch of business. Mr. Vose also informed us that he had made some progress in the collection of facts for writing the history of Mississippi.

But alas! how vain become all the aspirations of man when smote by the hand of Death—neither the voice of talents—of patriotic designs, nor the cries of many can pierce his deaf ear. No, inexorable fate has declared—

—“Sed omnes una manet nox,
Et calcanda semel via lethi.”

But the deceased was unhappily constituted to succeed in the less intellectual, but more [to the possessor, if not the public] useful pursuits of life. He was a man of sanguine and ardent temperament, elated to excess with every prospect, however illusory, of adding to his fame or his fortune; and disappointment, which too often blasts our best matured enterprises, would plunge him into the opposite extreme of mortification and despair.

The *Courier des Etats Unis* of Saturday morning, contains a letter, of which the subjoined is in substance a translation, addressed to the editor by the Prince Pierre Napoleon Bonaparte, son of the Prince de Canino, who arrived in this city a few days after his cousin Prince Louis Napoleon.

NEW YORK, May, 5, 1837.

Monsieur Editor :—While confined in the dungeons of St. Angelo, I had not the power to rebut the calumnies of which I have been the object; now that my feet are on a soil of liberty, I hold it a duty to explain to my countrymen the infamous outrage of which I was the victim. * * *

The papal government, uneasy at seeing me traverse, with my brother, the plains of Rome, in the enjoyment of the chase, conceived the design of arresting me; but the agents of the Holy Father dared not meet me face to face. One day, as I was passing through the village of Canino on a hunting excursion, an officer of gendarmerie accosted me in a friendly manner; he was conversing familiarly with me, when of a sudden some thirty soldiers appeared from the adjoining streets, and one of them presented a pistol at me; it missed fire, and with my couteau de-chasse I gave him a serious wound. The officer had raised his arm to cut me down, but I laid him dead upon the ground, and disabled another soldier; the others drew back and fired several shots at me, one of which took effect upon my head, and I fell: as I lay upon the ground, I received several bayonet wounds. In this condition, and bound, I was dragged to the castle of St. Angelo. But for the wound which stunned me, I would have put them to flight, or died like a Frenchman and a soldier, defending myself to the last. I was tried by a special tribunal—my sentence was decreed beforehand—the court of Rome sought to wreak upon me the hatred it bears my race. I should have undergone an ignominious death, but for the intervention of my family, and particularly of Cardinal Fesch, who represented strongly to the Pope the abominable conduct of his agents. The Pope himself confessed that he had been deceived by false reports. After nine months of imprisonment, I am again at liberty, and my first care is to defend my honor.

THE MARINER'S HOUSE.—It will be seen by a notice in another column, that a new and commodious asylum for the mariner, who wishes to avoid the imposition too often practised by the crafty and unprincipled landlord, and to spend a few weeks on shore in sobriety and true comfort, out of the way of the temptation to vice, has been established in this city, at the "North end." The ladies of the Seamen's Aid Society, assisted by some of our liberal merchants and shipmasters, have procured and fitted up in a handsome and commodious style for this purpose, the large three story brick house, No. 226 Ann street, well known as the residence of Colonel May. It was opened on Thursday in the presence of a large audience, consisting of many of the charitable ladies of the Seamen's Aid Society, a number of our most respectable fellow citizens, and many seafaring men, for whose especial aid and improvement, in both a moral and physical point of view, it is especially designed. A solemn and impressive prayer was made on the occasion by the Rev. Mr. TAYLOR, the *seaman's friend*, in which he implored the blessings of Heaven on the dwelling, and on those who were destined to be its inmates.

After which he delivered an address, which for impressiveness, pathos, and just adaption to the occasion, has seldom been surpassed by any of his previous efforts. Mr. Taylor has been striving for some time to establish in that part of the city, a commodious and pleasant boarding house for seamen, which should be conducted on correct principles, and which might be the means of rescuing some individuals, worthy in many other respects, from the haunts of Intemperance and Licentiousness—and give them a stand among the elevated ranks of their fellow men. We rejoice that with the aid of our benevolent fellow citizens, he has so well succeeded.

The Mariner's House is kept by WILLIAM MOODY, a gentleman who is acquainted with the character of the sailor, and in other respects is well qualified for the arduous and responsible task—and we doubt not that under his direction it will become a welcome asylum to tempest tossed mariners—to which they will freely resort—a HOME, where they will pass many happy hours in improving their minds—and to which they will gladly return.—*Boston Mer. Jour.*

The Newburyport Herald says, the Hon. S. C. Phillips has received from the Navy Department the following letter, which is published in the Salem Register:

NAVY DEPARTMENT, }
18th April, 1837. }

Sir:—Yours of the 13th inst. is received. In answer I have to state, that a widow who married again, is not under the act of 3d March, 1837, entitled to a pension on account of her former husband's death. But his legitimate children, who were under 21 years of age at the time of his death, though they may be now past that age, are entitled to a pension, to be paid to them, from the date of his death until they arrived at the age of 21 years.

I am very respectfully, &c,
M. DICKERSON.

CHOCTAW AGENCY, April 21, 1837.

The Indian country on the southwest frontier is filled with Mexican emissaries. Some five or six have been seen among the wild Indians, and have induced them to take up arms against Texas. They have, regardless of the treaty, crossed over our line, to meet the wild Indians, and have made a general invitation to our emigrant tribes to join in the contest, offering horses, arms, ammunition, and all the plunder they can take—besides a peaceable possession of Texas if they can succeed in driving off the inhabitants. These invitations, I assure you, have created no little sensation among our Indians, many of whom are poor, and are ready for adventure—spiced a little with feelings of an ardent love for the Texans—they being a branch in the American family; and if we have not a war immediately on this frontier, it will be owing to the prompt gathering of a military force at some point on Red river, which I do not see any sign of. Parties of friendly Indians come in daily, complaining of depredations being committed on them by the wild Indians. Several travelling parties (American,) have been plundered and driven in from the prairies by Camanches, who have been urged to these acts by their Mexican allies. This state of things ought not to last long.

FROM PENSACOLA.—We learn from a gentleman from this place who left 28th April, that there were 600 Indians encamped in that neighborhood.

The U. S. ships St. Louis, Capt. Paine, and Concord, Capt. Mix, arrived on that day from Havana—officers and crew well.

The citizens of Cheraw, S. C., and its vicinity, have tendered a public dinner to Capt. JAMES W. BLAKENEY, and the officers and soldiers who served with him in the late Florida campaign. Capt. B. has made known his acceptance, and the dinner is to take place on the 20th instant.

LIVING ON BOARD WHALE SHIPS.—We copy the following statement from the Sandwich Island Gazette, being the exact amount of the provisions consumed on board an English whale ship during the year 1836, while cruising in the Pacific Ocean:

5324 lbs of Salt Pork; 5472 lbs of Salt Beef; 4200 lbs Fresh Pork; 792 lbs of Fresh Beef; 8710 lbs of Biscuit; 54 gallons of Pearl Barley; 360 do. of Flour; 216 do. Molasses; 20 do. of Oatmeal; 240 of Split Peas; 160 do. of Peas vice Coffee; 24 do. of Rice; 440 of Rum; 120 do. of Vinegar; 8100 Onions; 500 Pears; 12 Melons; 40 bushels of Sweet Potatoes; 144 Pumpkins; 2000 Oranges; 1 bushel Chili Peppers; 52 Terrapins; 3200 Cocoa Nuts; 220 Bread Fruit; 120 bunches Plantains, 120 Sugar Canes; 66 Fowls; 68 papaias; 90 Pine Apples; 50 Citrons; 150 Taro Roots; 8 bushels of Limes; 3216 lbs Irish Potatoes.

Besides Cabin stores, as Tea, Coffee, Sugar, Butter, Cheese, &c and many cwts of Fish.

The ship obtained during the year, 160 barrels of Sperm Oil.

ARMY.

SPECIAL ORDERS

May 15—Lt. Col. G. Talcott relieved from serving as a member of the Board for examination of certain fire arms, and Bvt. Major R. L. Baker detailed in his stead.

Lieut. W. A. Thornton, 4th Arty., for ordnance duty at Watervliet Arsenal.

Gen. Order, No. 30, May 17, assigns Brevet Major Levi Whiting, 4th arty. to charge of Clothing Bureau, and ordered to repair to Washington forthwith.

ORDNANCE DUTY.

May 3—Lt. J. W. Harris directed to assume command of the New York depot.

May 10—Lt. G. H. Talcott directed to report to Col. G. Talcott, for duty.

Mem.—S. Halsey, Esqr. Military Storekeeper, commenced his duties at West Point, N. Y., on the 15th inst.

RESIGNATIONS.

First Lieut. C. A. Fuller, 2d arty. May 31.

Captain Jesse B. Browne, 30 Dragoons, 30 June.

Second Lieut. Geo. H. Ringgold, 6th, infy., 31 May.

OFFICIAL.

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 31. } Washington, May 18, 1837.

I. Companies D and H of the 2d Infantry now at Fort Gratiot, and companies A and G of the same Regiment at Fort Mackinac, will immediately proceed to Green Bay, and relieve the garrison at Fort Howard, whither Lieut. Col. Cummings will repair, and establish his Head Quarters.

Bvt. Brig. General BROOKE will proceed with the command now at Fort Howard, to Fort Winnebago, and garrison that fort with companies D, G, H, and K of his Regiment; thence to Fort Crawford, where he will establish his Head Quarters, and relieve the companies of the 1st Infantry, there stationed, by companies B and C of the 5th Infantry. The remaining four companies, A, E, F, and J of the 5th under Bat. Major PLYMPTON (who will be released from duty at Fort Dearborn) will proceed to Fort Snelling and relieve its garrison.

II. Immediately on being relieved, the 1st Regiment of Infantry will proceed to Fort Jesup, and join the Troops there stationed.

III. Bat. Brig. General ATKINSON is assigned to the command of all the troops stationed west of the Mississippi and below the 37° of north latitude. He will accordingly repair to Fort Jesup and assume the command.

IV. The Quartermaster's Department will appoint suitable persons to take charge of Forts Gratiot, Mackinac, and Dearborn, and the property appertaining thereto, and furnish the necessary means for the movements herein indicated. The other staff Departments will take the proper measures belonging to them in carrying into effect this order.

By order of Major Gen. MACOMB,
J. N. MACOMB, A. A. Gen.

NAVY.

ORDERS.

May 11—Lieut. J. D. Knight, Lieut. T. J. Manning, and Mid. C. O. Ritchie, West India squadron.

May 16—Mid. W. A. Wayne, Naval School, New York.

RESIGNATIONS.

Frederick Oakes, Jr., Midshipman, 1 May.

E. C. Kennedy, do. 12 "

VESSELS REPORTED.

Ship Concord, Capt. Mix, was spoken 22d ult. two days out from Havana, on a cruise; and arrived at Pensacola 2d inst.

Schr. Enterprise, Lt. Comdt. Hollins, was at Valparaiso, Feb. 16—all well.

Ship North Carolina, Commodore Ballard, sailed from Rio Janeiro, March 25, for the Pacific.

MARRIAGES.

In Cincinnati, on the 2d inst., Lieut. RAPHAEL SEMMES, of the U. S. Navy, to Miss ANN E. SPENCER, only daughter of OLIVER M. SPENCER, Esq.

In Baltimore, on the 2d inst. Mr. MADISON WHEEDEN, Sailmaker of U. S. Navy, to Miss MARY REBECCA WILSON.

DEATHS.

At sea, 6 days out from Gibraltar, on board the U. S. ship John Adams, Lieut. HAMPTON WESTCOTT, of U. S. N., late of the frigate United States, son of the Hon. Judge WESTCOTT, Secretary of State, of New Jersey. Lieut. Westcott ranked amongst the most talented and worthy officers in the Navy. His character and abilities were developed in the arduous duties incident to the service for the suppression of piracy on the West India coast some years back, under the brave Commodore Porter. He was wounded in one of the actions with the pirates, and his health suffered severely from exposure in that inauspicious climate. His last voyage was undertaken at the recommendation of physicians, in hope that his health might be improved. But his frame gradually sunk; and he was on his return home, anxious to have exhausted nature soothed and a dying pillow softened by the tender sympathies of a beloved wife, the infant smiles of a sweet babe, the unceasing attentions of parents' cares and those near relatives who can best anticipate and are ever ready to administer to the wants and wishes of the sick and dying. But in Providence, this was not permitted; and his remains now linger in the bosom of the Ocean; there to await the sound of the last trumpet which shall summon all to the bar of God.—U. S. Gazette.

In Hallowell, Me., on the 30th ult., Mrs. VIRGINIA A. N., wife of Lieut. T. T. CRAVEN, of the U. S. Navy, aged 26.

In Savannah, on the 5th inst. in the 24th year of her age, Mrs. EVELINA C. WILKINSON, wife of STEPHEN W. WILKINSON, U. S. Navy.

At the Naval Hospital, near Norfolk, Va., on Sunday last, Lieut. JAMES WILLIAMS, of the Navy.

NAVY COMMISSIONERS' OFFICE, }
18th March, 1837. }

LIVE OAK TIMBER.—Sealed proposals will be received at this office until three o'clock, p. m. of the first day of July next, for the supply of Live Oak Timber, as follows:

No. 1. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one frigate, two sloops of war, (one of each class,) and one smaller vessel; to be delivered at the Navy Yard near Portsmouth, N. H.

No. 2. For the frame timber, beam and keelson pieces, and for the promiscuous timber, which may be directed, for one ship of the line, one frigate, and one steamer; to be delivered at the Navy Yard at Charlestown, Mass.

No. 3. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one sloop of war, large class, one small vessel, and one steamer; to be delivered at the Navy Yard, Charlestown, Mass.

No. 4. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed for one ship of the line, one frigate, and one steamer; to be delivered at the Navy Yard, Brooklyn, New York.

No. 5. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one sloop of war, large class, and one steamer; to be delivered at the Navy Yard, Brooklyn, New York.

No. 6. For the frame timber, beam and keelson pieces, and for the promiscuous timber, which may be directed, for two sloops of war, large class, and two steamers; to be delivered at the Navy Yard at Philadelphia.

The quantity and dimensions of the promiscuous timber for each vessel, of each class, is as follows:

For each *ship of the line* 6,000 cubic feet; which must be sided 15 inches, and be from 12 to 20 feet in length, six of the longest pieces to side 22 inches.

For each *frigate*, 3,000 cubic feet, which must be sided 15 inches, and be from 12 to 20 feet long, six of the longest pieces to side 19 inches.

For each *sloop of war*, 1,500 cubic feet, which must be sided 12 inches, and be from 12 to 18 feet long; six of the longest pieces to side 16 inches.

For each *steamer*, 1,500 cubic feet, which must be sided 15 inches, and be from 12 to 18 feet long; six of the longest pieces to side 16 inches.

For each small vessel, 800 cubic feet, which must be sided 8 inches, and be from 10 to 16 feet long, six of the longest pieces to side 12-1-2 inches.

A part of the promiscuous timber may be got to larger dimensions, provided the pieces will answer for replacing defective hawse pieces, transoms, breast hooks, or other valuable pieces.

Separate offers must be made for each of the preceding numbers, and each offer must embrace all the timber that is called for by the number to which it refers; the prices asked per cubic foot must be stated separately for each and every class of vessels embraced in the offer, and for the promiscuous timber of each class separately from the other; all of which other is considered moulded timber.

At least one fourth of the whole quantity of timber embraced in each offer, comprising a fair proportion of the most valuable pieces, must be delivered on or before the last of March, 1839; one half of the remainder on or before the last of March, 1840, and the whole quantity on or before the last of March, 1841; and if the above proportions shall not be delivered at the respective times above specified, the Commissioners of the Navy reserve to themselves the right of cancelling any contract, in the execution of which such failure may occur, and of entering into new contracts, holding the original contractors and their sureties liable for any excess of cost, and other damages, which may be thus incurred.

The said live oak timber must have grown within twenty-five miles of the seaboard, (which must be proven to the satisfaction of the respective Commandants,) must be got out by the moulds and written directions, and specifications of dimensions, &c, which will be furnished to the contractors for their government, and must be free from all injuries and defects which may impair the good qualities of the said timber for the purposes for which it is required by contract, and be in all respects satisfactory to the Commandants of the respective navy yards where it is delivered.

Bonds, with two good and responsible sureties (whose names must be forwarded with the offers) in the amount of one-third the estimated value of the timber to be furnished under the respective contracts, will be required; and, as collateral security for the faithful compliance with the terms, stipulations, and conditions of the said contracts, ten per centum will be reserved from the actual amount of each payment which may be made from time to time, within thirty days after bills shall be duly approved and presented to the Navy Agent, until the said contracts are completed and closed; which reservations, respectively, will be forfeited to the use and benefit of the United States, in the event of the failures to deliver the timber within the respective periods prescribed.

The moulds will be furnished to the contractors at one of the Navy Yards, Brooklyn, Gosport, or Philadelphia.

NAVY COMMISSIONERS' OFFICE.

March 18, 1837.

LIVE OAK TIMBER.—Sealed offers, endorsed "Offers for Live Oak for small vessels," will be received at this office until 3 o'clock, P. M. of the first day of June next, for the supply of Live Oak Timber as follows, viz:

No. 1. For the frame timber and keelson pieces, and the promiscuous timber for one sloop of war, (small class,) to be delivered at the Navy Yard, Charlestown, Massachusetts.

No. 2. For the frame timber, keelson pieces, and the promiscuous timber, for one sloop of war, (small class,) and one smaller vessel, to be delivered at the Navy Yard, Brooklyn, New York.

No. 3. For the frame timber, keelson pieces, and the promiscuous timber, for one small vessel, to be delivered at the Navy Yard, Philadelphia.

No. 4. For the frame timber, keelson pieces, and promiscuous timber, for one sloop of war, (small class,) to be delivered at the Navy Yard, Washington, District of Columbia.

No. 5. For the frame timber, keelson pieces, and promiscuous timber, for one sloop of war, (small class,) to be delivered at the Navy Yard, Gosport, Virginia.

The quantity and dimensions of the promiscuous timber, for each vessel of each class, is as follows:

For each sloop of war, 1,500 cubic feet, which must be sided twelve inches, and be from twelve to eighteen feet long; six of the longest pieces to side sixteen inches.

For each small vessel, 800 cubic feet, which must be sided eight inches, and be from ten to sixteen feet long; six of the longest pieces to side twelve and a half inches.

A part of the promiscuous timber may be got to larger dimensions, provided the pieces will answer for replacing defective hawse pieces, transoms, breast hooks, or other valuable pieces.

Separate offers must be made for each of the preceding numbers, and each offer must embrace all the timber, that is called for by the number to which it refers, the prices asked per cubic foot must be stated separately, for each and every class of vessels embraced in the offer and for the promiscuous timber of each class, separately from the other; all of which other is considered moulded timber.

The whole to be delivered before the first day of July, 1838, and as much sooner as practicable.

The said Live Oak timber must have grown within twenty-five miles of the sea board, (which must be proven to the satisfaction of the respective commandants,) must be got out by the moulds and written directions, and specifications of dimensions, &c, which will be furnished to contractors for their government; and must be free from all injuries and defects, which may impair the good quality of the said timber for the purposes for which it is required by contract, and be in all respects satisfactory to the commandants of the respective navy yards where it is delivered.

Bonds, with two good and responsible sureties, (whose names must be forwarded with the offers,) in the amount of one-third the estimated value of the timber to be furnished under the respective contracts, will be required; and, as collateral security for the faithful compliance with the terms, stipulations, and conditions, of the said contracts, ten per centum will be reserved from the actual amount of each payment which may be made, from time to time, within thirty days after bills shall be duly approved and presented to the Navy Agents, until the said contracts are completed and closed; which reservations, respectively, will be forfeited to the use and benefit of the United States, in the event of failures to deliver the timber within the respective periods prescribed by the contractors.

The moulds will be furnished to the contractors, at one of the Navy Yards, Brooklyn, Gosport, or Philadelphia.

March 23—t15J.

NAVY COMMISSIONERS' OFFICE, }
April 24, 1837. }

SEALED PROPOSALS for the supply of the Live Oak frame timber, and Live Oak beams and keelson timber, and promiscuous timber, for one Frigate, to be delivered at the Navy Yard, Gosport, Va. will be received until 3 o'clock P. M. of the first of July next, under the advertisement of 18th March last, in addition to the other timber therein specified, and subject to all the provisions of that advertisement, which requests proposals until the 1st day of July next.

April 27—t15J

JOHN SMITH, (LATE OF WEST POINT.)

RETURNS his thanks to the Officers of the Army for their long and liberal patronage, and having commenced business at No. 85, Maiden Lane, New York, will be happy to receive their orders.

His place of business being changed, all outstanding debts are particularly requested to be settled.

April 14—ly*